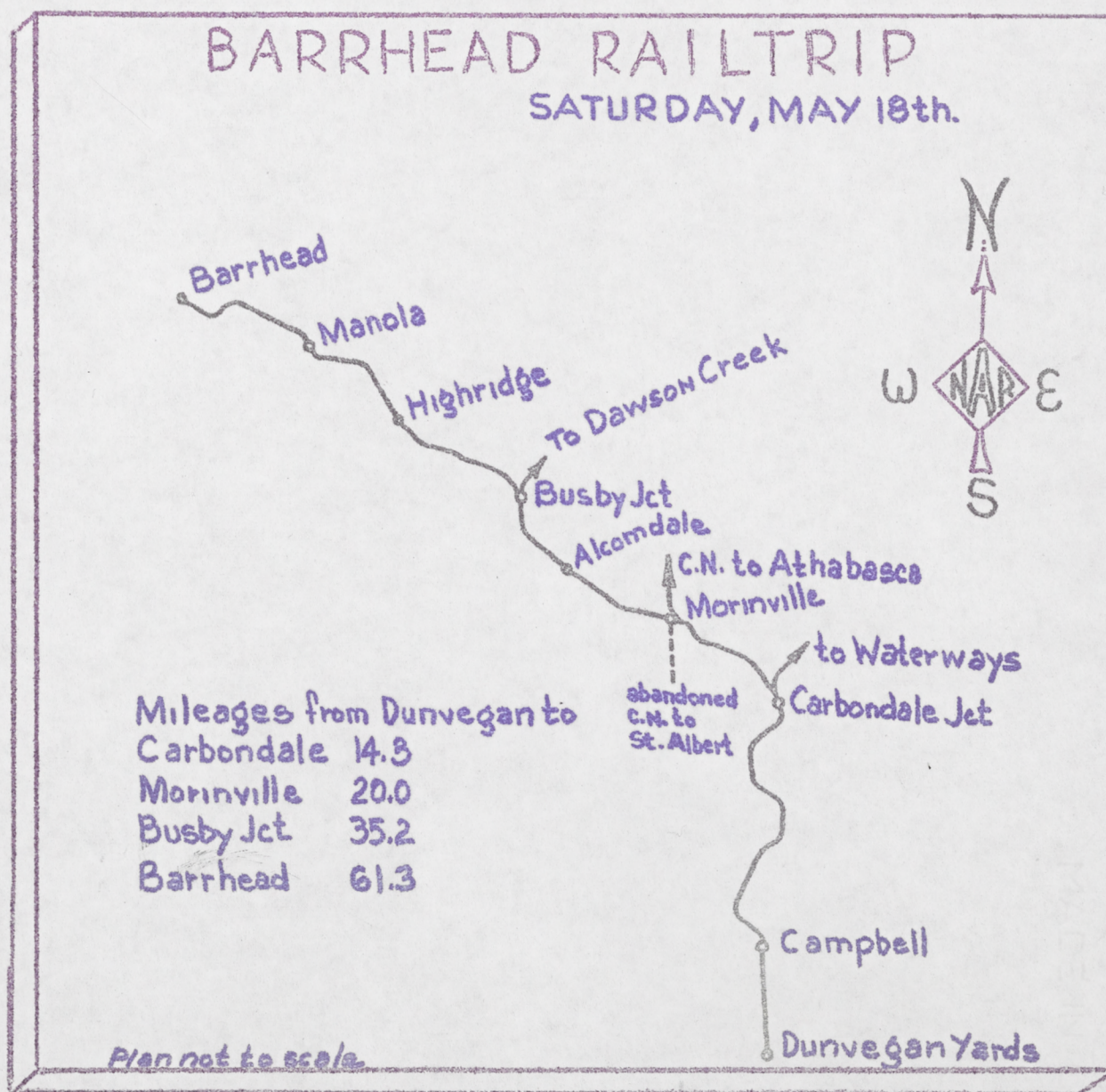




Volume 1 Number 5

June 11th, 1963



BARRHEAD RAILTRIP

Saturday, May 18th, was quite cloudy with a cool, if not cold wind, from the north. Small clusters of people gathered around the station holding various cameras, gadget bags and sandwiches. "Tickets" shouted Al Smith, our Conductor for the day. In a few minutes #305 coupled unto the train, signaling the fans to head for the rear of the train. Our consist was made up of 16 freight cars and, a beautiful sight indeed, the coach "Westlock" which was one of the old sleepers used as such until a few years ago. Then came NAR's famous (locally, anyway) way-freight cars which have been dubbed "combooses". These cars originally ran on the Boston and Albany and were purchased about 1927 and converted in the early 1940's. One half of the car is for passengers, and the other is for the crew having stove, bunks, a table for the Conductor, and a bay window on either side. These cars are numbered in the 300 series, the same as the 300 series engines which were to pull us. It should be explained at this point that the engines are GM built, are 1200HP, and have six wheel trucks. Anyway, bringing up the rear was an NAR home-built bay window caboose.

Along about 8:30, with everyone aboard, we rattled out of Dunvegan Yards with the 3rd CRHA Railtrip. At Campbell, some 3.9 miles north, we were let into the siding to await the arrival of the Dawson Creek train. Shortly, #2 rounded the corner, blew for the crossing and slowly passed us. On the front was #205, a geep and trailing the engine were six cars of assorted vintages and lines. "Buck" Mcleod, our engineer, blew the whistle for everyone to climb aboard and then proceeded out of the siding and on to the mainline. It is interesting to note that Mr. Mcleod was the engineer of our last trip to Boyle, and did double duty to be our engineer on this trip.

Continued

Barrhead trip cont'd.

The train continued down the gentle, tree-covered slopes of the Sturgeon Valley, crossing the bottom of the valley on a high, wooden trestle some 309 feet. The train stopped on the far side of the bridge to let off the people, and then backed across for a photo run. Soon, we were winding up the West side of the valley on a slight (0.4%) grade, and passed through Carbondale Jct, the site of the head-on collision between CN #5115 and a diesel powered north-bound freight in Nov of 1959.

We then proceeded to Morinville to register and continued up the line through to Busby Jct. Into the siding we went and waiting for us on the mainline was a south-bound freight pulled by #302 with around 30 cars. After suitable photos, we ambled up the old Pembina Valley Rly, which was completed in 1927. We halted on the West side of the bridge and then the train backed into town to do some switching. I'll wager that's the first time the train went right through town - to do some switching! The fans assumed various poses and positions to await the return of the train. One enthusiastic individual even climbed a tree! Ahem...

It was at Manola that a square, wooden water tank stood until 1960. Another interesting structure was the Howe Truss bridge which spanned the Pembina River until, it too, was dismantled, in favor of a through-steel truss.

After pictures had been taken, we climbed aboard, and rattled off to Barrhead. Grinding to a stop in Barrhead, we were met by the local town officials. After lunch, a quick look around town, back to the train we went. As we were late arriving, there was not enough time to assemble our coaches into a "train" as had been planned. So, at 3:30pm, we left Barrhead rolling through the green countryside. We could see farmers, planting their fields who would stop, lean against their tractors, and think back to the days when a 2-10-0 would wheel a mixed out of town, laying a cloud of smoke over the fields as she went.

Continued

Barrhead trip cont'd.

A track gang, working West of Manola, necessitated a stop in order for them to remove their machines. We stopped at Busby Jct. to exchange riders up front in the cab and then hurried off down the line to Carbondale Jct.

Arriving at Carbondale Jct, Bill Donlevy rang the Dispatcher on duty to find out the position of #8, the Waterways train. It was up the line far enough to permit us to proceed, with speed, into Edmonton. And with speed we went. Out of Carbondale, around the corner, and down the West side of the valley, we rolled. The bridge at mile 11.2 rumbled under us, past the coal-loading docks of the various mines in the area and out unto the Sturgeon Trestle. The throttle was notched back and we charged up the other side of the valley. Over a small bridge, honked for a crossing, over another bridge, through some curves and blowing for a crossing, we found ourselves at Campbell. The four-odd miles into the yards were covered in short order and, in a few minutes, we clattered through the last switch at Dunvegan Yards.

Pictures were being taken of the fellows gathered 'round the rear of the caboose, when an air horn heralded the arrival of No. 8, the Waterways train, from the north. Around the corner she came, kicking up dust and bits of paper. With smoking brakeshoes and ringing bell, #8 ground to a halt at the station. As goodluck or Bill Donlevy, would have it, the train had two 300 series engines on the head end. A CN coach brought up the rear, the rest being headend cars. After a suitable pause, the two units (one of them was an ex-CN 1000 series) accelerated away from the depot and scooted down to the end of the yards where it paused briefly before proceeding unto the CN for the remaining distance to town.

And so ended the 3rd. Rail Excursion of the CRHA. The whole trip ran off without any serious problems thanks to Bill Donlevy, Chief Dispatcher, and Clarence Comrie, Master Mechanic, who were on board with us. Thanks also to Al Smith, for handling the Conductors Job so well. We could go on and on thanking people so we shall close with a great big thanks! to all the fans who showed up. Total number on board - 65!!

MEETING

The monthly meeting of the Rocky Mnt. Branch of the C.R.H.A. will NOT be held in it's usual location, but will be at the CN Calder Diesel Shops on 127 Ave at 8:00pm on June 11th. Here is a reprint of a letter received from Mr K.W. Lofts, Employee Relations Assistant of the CN. It reads:

"This will confirm our telephone conversation date and acknowledge your request for permission to allow twelve members of the Canadian Railroad Historical Association to tour our Diesel Shop.

We are pleased to grant this permission to your group and if you will be at the North-East corner of our Diesel Shops at 8:00pm on Tues, June 11th, we will arrange for one of the staff to conduct you through the building.

May I suggest that you caution the party to stay in a group and not wander about, as serious injury could occur if one were to fall into one of the locomotive pits or stand too close to one of the many machines being used at the Diesel Shops".

So there you have it, fellows, see you there on June 11th.

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At the last CRHA meeting on Tues, May7th, the membership voted in favor of a One Dollar fee per year, to cover cost of publishing the Rattler. Therefore, all members who have not paid the fee will no longer receive the Rattler after this issue. Would those members who have not yet paid, please contact our Secretary, Mr Vince Coley, before June 27th, our July deadline.

Speaking of deadlines, at the last meeting it was asked when the deadline for an issue was. For those who didn't hear the mumbled reply, it is 10 days before the meeting night, which should be the second Tues. of each month. This does not mean that you will receive the Rattler 10 days before, but does mean that any news forwarded to me before that date, will be printed in the next issue. OK?

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News and Notes

For those whomare interested in odd types of Rly equipment - For the past week, a Sperry Railcar has been parked in the 96th St yards, and the farthest it was seen from that point, was at station. It backed to the yards (by the old GTP freight sheds)

to be continued ..

News and Notes cont'd

.. where it was still sitting on Sat, June 1.... The Board of Transport Commissioners are currently meeting with various Crowsnest Pass town officials, debating whether or not to abandon rail passenger service, now supplied by Budd cars, through the area. On Tues, May 21st, your Editor was fortunate enough to see CP Business Cars #6 and "Van Horne" along with CN car "Arcadia" on the house track at Fernie, B.C. That CN car is a long way from home! If the service goes, the last remanent of the "Kettle Valley Express" will disappear forever....

The reporters for the Rattler seems to have got lost by the way-side so, we'll have to close this issue rather abruptly. It's now deadline time and the mail must go through!!

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Space allotted for Streetcar No. 1

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Transport Commissioners are currently meeting with various Grow-
near Pass town officials, debating whether or not to abandon rail
passenger service, now supplied by Budd cars, through the area.
On Tues. May 21st, your Editor was fortunate enough to see CP
Business Cars 46 and "Van Horne" along with GN car "Arcadia" on
the House track at Paines, B.C. That GN car is a long way from
home! If the service goes, the last remnant of the "Kettle"
will disappear forever...
The reporters for the Hastler seem to have got lost by the way-
side so, we'll have to close this issue rather abruptly.

It's now deadline time and the mail must go through!

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Space allotted for Greeter No. 1